

Mails.



STRAITS STEAMSHIP COMPANY.
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship MALWA, Captain C.
H. S. TONGUE, R.N.R., carrying Her
Majesty's Mails, will be despatched from
this for BOMBAY, on THURSDAY, the
13th April, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 8, 1893. 641

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Oceanic, v. Honolulu, TUESDAY, April 13.
Guinea, v. Honolulu, TUESDAY, May 9.
Belgia, v. Honolulu, TUESDAY, June 8.

THE Steamship OCEANIC will be
despatched for SAN FRANCISCO,
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, on
TUESDAY, the 18th April, at 1 p.m.,
connection being made at Yokohama with
Steamers from Shanghai.

Steamer of this line pass through the
INLAND SEA OF JAPAN and call at
Honolulu, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained upon application.

Through Tickets issued passengers to
Europe or to cities in the United States or
Canada are good for transportation to the
Missouri River by the CENTRAL and UNION
PACIFIC RAILWAYS only. East of the Mis-
souri River, passengers have the choice of
various Railway lines to New York, and Chi-
cago, St. Louis, Niagara Falls, Washing-
ton, Philadelphia, &c.

Particulars of the various routes can be
obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, March 30, 1893. 601

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th April,
1893, at Noon, the Company's
Steamship *SALAZIE*, Commandant PAVI,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above place.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
18th April, 1893. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, April 5, 1893. 642

To-day's Advertisements.

THEATRE ROYAL.
CITY HALL.
TO-NIGHT!
(SATURDAY), 8th APRIL,
LAST NIGHT
AND
FAREWELL APPEARANCE
OF
LONDON LYRIC COMPANY.
Comprising
18 FIRST CLASS ARTISTS.

Proprietors—F. B. Hardy and J. S. Smith,
Director—J. Saville Smith.

Under the Distinguished Patronage of
His Excellency the Governor,
Sir WILLIAM ROBINSON, K.C.M.G.,
Lady ROBINSON, Family, and Suite,
and
His Excellency Major-General
BARKER, O.B.

A GRAND AND POPULAR SUCCESS.

TO-NIGHT! (SATURDAY),
Mark Melford's Original Farce Comedy,
in 3 Acts, entitled,
'TURNED UP!'

DRAMATIS PERSONE:—
General Jeddick.....Mr. F. MILLAR
Captain Medway.....Mr. T. VANCE
Mrs. Medway.....Mrs. E. FRASER
Ned Stoddard.....Mr. D. O. SMITH
Caraway Bones.....Mr. HENRY KITE
Inspector Nibble.....Mr. CHAS. BURT
Old Lob.....Mr. A. WILSON
Epstein (aliasing).....Mr. B. HACKETT
Mrs. Medway.....Mrs. J. F. BRIAN
Sabina Medway.....Miss MARIE BRIAN
Ada Ballic.....Miss M. GREGOR
Mrs. Tanciel.....Mrs. J. H. NUNN
Cleopat.....Miss EVELYN ARDEN.

INTERVAL OF FIVE MINUTES.

Last appearance of
Miss VIVIANE DAVIES in
NEW FRENCH SONGS.
Last appearance of
Mr. CHAS. BURT in
HIS BUDGET OF SONGS.

Last appearance of
Miss MARIE BRIAN in her great Sensational
TAR-RA-BOMBOOM-BOOM!
Concluding with the
SERPENTINE DANCE,
for the last time.

PRICES OF ADMISSION.
Dress Circle and Stalls.....\$ 2.
Back Seats.....\$ 1.
Soldiers and Sailors in uniform half-price.

Box Plan at Messrs. KELLY & WALSH, LD.
Doors Open at 8.30. To Commence at 9.

Collard & Collard's Grand used, supplied
by W. ROBINSON & Co., under Hongkong
Hotel.
Hongkong, April 8, 1893. 660

NOTICE TO CONSIGNEES.

**FROM CALUTTA, PENANG AND
SINGAPORE.**

THE Steamship Lightning having arrived
from the above Ports, Consignees
of Cargo are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remain-
ing on board after the 12th instant will be
landed at Consignees' risk and expense into
the Godowns of the WAREHOUSE AND
STORAGE CO., LTD., Warehouse.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, April 8, 1893. 661

U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP
COMPANY.**

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro, THURSDAY, April 27.
City of Peking, v. THURSDAY, May 13.
Honolulu, v. THURSDAY, May 30.

**THE U. S. Mail Steamship CITY OF
RIO JANEIRO** will be despatched for
SAN FRANCISCO, via NAGASAKI,
KOBE, INLAND SEA and YOKOHAMA,
on THURSDAY, the 27th April, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
Honolulu, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
Europe or to cities in the United States or
Canada are good for transportation to the
Missouri River by the CENTRAL and UNION
PACIFIC RAILWAYS only. East of the Mis-
souri River, passengers have the choice of
various Railway lines to New York, and Chi-
cago, St. Louis, Niagara Falls, Washing-
ton, Philadelphia, &c.

Particulars of the various routes can be
obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, March 30, 1893. 601

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th April,
1893, at Noon, the Company's
Steamship *SALAZIE*, Commandant PAVI,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above place.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
18th April, 1893. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, April 5, 1893. 642

To-day's Advertisements.

**AUSTRIAN-LOYD'S STEAM
NAVIGATION COMPANY.**
(UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT.)

**STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEEN,
SUEZ, PORT SAID,
BRINDISI, VENICE, TRIESTE AND
TRIESTE.**

(Taking Cargo all through route to GAL-
CUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS.)

The Steamship
Maria Teresa,
Captain R. DARRAS, will
be despatched as above
on THURSDAY, the 8th April, at Daylight.
Cargo will not be received on board after
3 p.m. prior to date of sailing.
For further information as to Passage
and Freight, apply to
DAVID SASSOON, SONS & Co.,
Hongkong, April 8, 1893. 692

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
Formosa,
Captain HALL, will be
despatched as above
on TUESDAY, the 11th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARLAIN & Co.,
General Managers.
Hongkong, April 8, 1893. 659

NOTICE TO MARINERS.
No. 26 (SPECIAL).

CHINA SEA.
SHANGHAI DISTRICT.
BONHAM STRAIT.

**WRECK OF S.S. 'PEKING' REMO-
VAL OF BUOY FROM.**

HAVING reference to the blasting op-
erations on the wreck of the S.S.
Peking, which lies in Bonham Strait, with
Bonham Island Lightship bearing S. 33°
28' E. true, distant 6½ miles;
Notice is hereby given that the wreck
having been carefully swept over and no
portion of it found to have a less depth
than 6 fathoms over it at low water of
ordinary spring tides, the buoy by which it
was marked has been removed.

A. M. HSBRE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 1st April, 1893. 668

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE is hereby given, that an EXTRA-
ORDINARY General Meeting
of 'THE CHINA FIRE INSURANCE
COMPANY, LIMITED,' will be held at
the Offices of the Company, No. 2, Queen's
Road Central, Victoria, in the Colony of
Hongkong, on MONDAY, the 1st day of
May, 1893, at 3 o'clock in the Afternoon,
when the subjoined Resolution will be pre-
sented:

That the First Subsection of Article 103
of the Articles of Association of The
China Fire Insurance Company, Ltd.,
with its marginal note, be expunged,
and that in lieu thereof the following
Subsection and marginal note be in-
serted, viz.:

Invested.—It may invest the Funds of the
Company in or upon English, In-
dian, and Hongkong Government
Stocks, Bonds, and Funds, and in
or upon the Stocks, Bonds, Funds,
and Securities of any Foreign Gov-
ernment, County, or State, and
upon Mortgage of freehold or lease-
hold property in Hongkong or
elsewhere, and in or upon deposits
with or loans at interest to any
Banking Institutions wherever
established, and in or upon such
other Securities as it may in its
discretion think fit, and may from
time to time convert or realize any
monies so invested and re-invest
the monies aforesaid as occasion
requires.

By Order of the Board,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, April 8, 1893. 664

THE
VICTORIA DISPENSARY.

Vaccine Lymph.

A PLENTIFUL SUPPLY
of fresh VACCINE LYMPH of
proved efficiency is now
to hand from the Institut

Vaccinogène, Saigon.

**Dakin, Cruickshank &
Company, Ltd.**

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

BANDANDE, British barque, Capt. J. G.
JENN.—Jardine, Matheson & Co.
CELESTIC, British ship, Capt. Owen.
Jardine, Matheson & Co.

JOSEPHUS, American ship, Capt. T. N.
ROGERS.—Routter, Bruckmann & Co.
R. R. THOMAS, Amer. ship, Capt. P. B.
NICKLES.—Shewan & Co.

SEWATOW, British ship, Captain H. J.
SMITH.—Melchior & Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Hyo, Yon, H'bg & A'p.	Radoanahiro (s).....	Doddwell, Carill & Co.	About April 19.
Japan.	Verona (s).....	P. & O. S. N. Co.	April 15, daylight.
London, v. Marseilles.	Bombay (s).....	P. & O. S. N. Co.	About April 10, at noon.
London, v. Marseilles.	Orion (s).....	P. & O. S. N. Co.	About April 12.
London & Ports of Call.	Katwa (s).....	P. & O. S. N. Co.	April 13, at noon.
London, v. Ports of Call.	Orion (s).....	P. & O. S. N. Co.	About April 24.
London, v. Suez Canal.	Orestes (s).....	Butcherfield & Swire.	April 28.
Marseilles, v. Saigon.	Salacio (s).....	Butcherfield & Swire.	April 19, at noon.
New York, v. Suez Canal.	Mosduff (s).....	Butcherfield & Swire.	About April 12.
Port Darwin, &c.	Taiyuna (s).....	Butcherfield & Swire.	April 21.
S. Francisco, v. Japan.	Osania (s).....	P. & O. S. N. Co.	April 22, at 1 p.m.
S. Francisco, v. Japan.	City of Rio de Janeiro (s)	Shewan & Co.	April 22, at 1 p.m.
San Francisco.	Delio Chief.....	Shewan & Co.	April 22, at 1 p.m.
Shanghai.	Nanyang (s).....	P. & O. S. N. Co.	About April 12.
Shanghai, via Amoy.	Orion (s).....	Butcherfield & Swire.	April 9.
S'pore, Penang & C't.	Chilpiper (s).....	P. & O. S. N. Co.	April 11, at 3 p.m.
Straits and Bombay.	Chilpiper (s).....	P. & O. S. N. Co.	About April 28.
S'pore, Amoy & F'chow.	Namoa (s).....	Douglas Larlain & Co.	April 11, daylight.
Swatow, Amoy & F'chow.	Formosa (s).....	Douglas Larlain & Co.	April 9, daylight.
Trieste, &c.	Maria Teresa (s).....	Butcherfield & Swire.	April 19, at noon.
Yokohama (B.C.), &c.	Yakuma (s).....	Butcherfield & Swire.	May 2, at noon.
Yokohama & Kobe.	Yakuma (s).....	Butcherfield & Swire.	April 11, at noon.

SHIPPING.

ARRIVALS.
April 8.—
Canton, British steamer, 1,110, Thos.
H. Sellar, Shanghai April 4, and Swatow 7.
General, British steamer, 1,110, Thos.
H. Sellar, Shanghai April 4, and Swatow 7.
Formosa, British steamer, 1,110, Thos.
H. Sellar, Shanghai April 4, and Swatow 7.
General, British steamer, 1,110, Thos.
H. Sellar, Shanghai April 4, and Swatow 7.

DEPARTURES.
April 8.—
Gloucester, for Saigon.
Krim, for Hongkong.
Nanyang, for Shanghai.
Evelyn, for Nagasaki.
Independent, for Saigon.
Nicola, for Yokohama.
Pera, for Yokohama and San Francisco.
Lombardy, for Kobe.
Canton, for Canton.

CLEARED.
Namoa, for Swatow.
Para Chom Kiao, for Swatow.
Metropolis, for Saigon.
Maria Teresa, for Singapore and Bombay.

PASSENGERS.
Per Canton, from Shanghai, 32 Chinese.
Per Formosa, from Coast Ports, 167 Chi-
nese.
Per Yuensoong, from Shanghai, Messrs R.
N. Hill, J. D. Morris, and Tsan Tai Wou,
and 10 Chinese.
Per Lightning, from Calcutta, 22, Mr.
and Mrs. Stogdon, Mrs. and Miss Bates,
Surg-Major L. A. Waddell, Messrs Sick,
Evans, Powell, Hesp, Dunlop, 27 Chinese,
and 10 Chinese.
Per Saigon, from Chetco, 7 Chinese.
Per Amoy, from Bangkok, 4 Chinese.
Per Orestes, from Singapore, Mr. Ander-
son, and 145 Chinese.
Per Bombay, from Shanghai: for Hong-
kong, Mrs. Wilson and Miss Sterling,
and Mr. J. Noyce. From Amoy: for
Singapore, 94 Chinese; for Penang, 27
Chinese; for London, Mrs. Fahmy, 3 chil-
dren and nurse, Miss Johns, Mr. Mil-
ler, Miss Benham and lady friend.

DEPARTED.
Per Peru, for Nagasaki, Mr. B. Blane,
and Miss H. Blane; for Kobe, Lord and
Lady Margaret, and Miss Margaret
Villiers, Mrs. Eaton, Messrs Spence, W. O.
Bridgman, O. Bridgman, N. M. Farrar,
Harry Stevens, Albert Greer, C. Weid-
man, and Mrs. Nishimura; for Yokohama, Mr.
Blandford, Mr. W. H. Kesty, Mr. and Mrs.
H. Webster, A. Martin, Miss Daniels
and daughter; for San Francisco, Mr. Jas.
Chapman.

Per Namoa, for F'chow, Mr. O. Rogers.

SHIPPING REPORTS.
The British steamer *Canton* reports:
From Shanghai experienced light wind and
overcast weather to Turnabout; thence to
Swatow, fresh N.E. wind and showery.
Swatow to Hongkong, moderate N.E. wind
and fine weather. April 6th, spoke S. &
L. Yuensoong, off Kuch Kool.
The British steamer *Formosa* reports:
Tamsui to Amoy, strong North-Easterly
breeze and equally thence to Amoy, moder-
ate N.E. breeze and fine; thence to Hongkong,
moderate E.N.E. breeze and fine; thence to
Amoy, Diamond and Nanchang. Steamers
in Swatow, Hailong, Tamsui, Hailong and
Canton.
The British steamer *Yuensoong* reports:
Had moderate variable winds and overcast
throughout.
The British steamer *Lightning* reports:
Left Calcutta the 22nd March, and Singa-
pore on the 2nd instant, experienced fine
clear weather, and smooth sea in the Bay of
Bengal and China Sea to Paracels; thence
to arrival encountered strong N.E. gale
accompanied by rain, with heavy overcast
sky and head sea.
The British steamer *Singapore* reports:
Had light winds and fine weather.
The German steamer *Amoy* reports:
Left Bangkok on the 31st March, had light
N.W. breeze and mostly S.E. winds,
with a few squalls till the 3rd April; from
thence strong N.E. gale, with heavy sea,
thick and rainy weather; anchored on the
evening of the 7th, under little Ladrone
Island. Arrived in Hongkong the 8th inst.
The British steamer *Formosa* reports:
Had light North-Easterly wind to Macao;
field bank; thence to port, fresh monsoon.

POST OFFICE NOTICES.
MAILS will close—
For SWATOW, SINGAPORE & BANG-
KOK.
For Para Chom Kiao, at 9 a.m., on Sun-
day, the 9th inst., instead of as pre-
viously notified.
For SINGAPORE & LONDON.
Per *Amoy*, at 11.30 a.m., on Monday,
the 10th inst., instead of as previous-
ly notified.

POST OFFICE NOTICES.
MAILS will close—
For SINGAPORE.
Per *Formosa*, at 3.30 p.m., on Monday,
the 10th inst.
For SAIGON.
Per *Metropolis*, at 3.30 p.m., on Monday,
the 10th inst., instead of as previous-
ly notified.
For SWATOW, AMOY & TAMSUI.
Per *Formosa*, at 5 p.m., on Monday, the
10th inst.
For YOKOHAMA & KOBE.
Per *Zaima*, at 11.30 a.m., on Tuesday,
the 11th inst.

MALES BY THE BRITISH PACKET.
The British Packet Males will be
despatched on THURSDAY, the
10th instant, with Mails for the United
Kingdom, Europe, and countries be-
yond, via Brindisi; to the Straits
Settlements, Netherlands India, Bur-
mah, Ceylon, Aden, Egypt, Malta,
and Gibraltar.
The undersigned will be observed in clearing
the Mails, &c.

PRAR DRIVARY.—Letters, &c., will
be delivered by the 12 and 3.30 o'clock
Trains only. Correspondence and Parcels
for the Post may be posted in the General
Post Office up to 11.30 a.m. or 3 p.m., or
in the Letter Boxes in the City till time of
Departure. With regard to letters from
the Peak additional Letter Boxes have been
affixed to Police Boxes at Magazine Gap,
Peak, Victoria, and at Mount Kellet,
which will be cleared at 12.30 and 4 p.m.
Local Rates will be charged. No Sunday
deliveries. Senders are requested to enclose
their Stamp by writing the word *Stamped*

Thus a Lightning arrived from Odessa this forenoon, flying a yellow flag, indicating sickness on board, and proceeded direct to the quarantine moorings, off Stonecut Island. The vessel will be released to-morrow.

Mr. Murphy, the popular bandmaster of the 1st Shropshire Light Infantry, was presented with a gold-mounted ivory baton at the Smoking Concert Club's entertainment last night as a mark of the club's appreciation of his valuable services in connection with these concerts. The presentation was made by Mr. John S. Laprak, who presided at the entertainment, and was acknowledged by Mr. Murphy in a few appropriate words.

The London Lyric Company make their farewell appearance at the Theatre Royal this evening and a crowded house is a certainty. The piece for the occasion is "Turned Up," a farcical comedy of the most pronounced type, which, it will be remembered, was performed with great success by the Hongkong A.D.C. not long ago. The London Lyric Company go to Shanghai next week, where we hope their season will be at least not less prosperous than it has been in Hongkong.

A HANKOW letter to a Shanghai paper states that a number of Chinese tea buyers and merchants have lately arrived at that port from Shanghai, Foochow, and Canton, quite beyond the usual number known for many years past, which may be a presage of a revival of the tea trade this year, although the disheartening news has been received from the interior that the severe weather of last winter destroyed about one-third of the crop, so that it is to be feared the output will not be so great as in preceding years.

Tan Shanghai Mercury states that owing to the oppression of the mandarin in some of the North-eastern prefectures of that kingdom the people rose in open rebellion last winter, driving off their superiors and generally burning and wrecking the yamens. The King of Szechuan, therefore, in consequence of the serious and severely denouncing the filthy-living officials concerned and their supineness, and the edict further promises shortening the delinquents by a head if there be a repetition of the offence.

A CERTAIN ex-Thai, named Yuan, who had been disgraced in company with five other officials for carrying-favour with the late Treasurer of Anhui, a Manchu, who was himself also disgraced for the offence and dismissed of his post by the Throne, has the Shanghai Mercury here, paid the sum of T. 50,000 to the Board of Admiralty at Peking to aid the "Fand for the purchase of ironclads." Of course such "loyalty and patriotism" must not be overlooked; consequently the Presidents of that Board intend to memorialize the Throne that Yuan may be restored to his former titles and office in order to encourage the rest of the world to similar acts of "patriotism."

'FRAGRANT WATERS' MURMUR. That the Hongkong Smoking Concert Club has been an undoubted success, and has given great pleasure to a very large membership. That without saying a word against the classical or high-class style of music, the more get-atable and lighter styles are proverbially more fitted to pass a festive hour.

That last night's concert, the concluding entertainment of the season, was a most enjoyable entertainment, and was an admirable admixture of the grave and gay, excellently mixed and served with discretion and good taste.

That George Lamert, Grace and Meadows served out the sentimental contributions, and any one who was not satisfied must have been fastidious to a degree.

That Dr. Meadows' rendering of "Maiden of Morven" will be remembered by many in that crowded theatre as something not to be met with every day, for expression and feeling.

That South, Allenby, Meier, Lawson, and Nicholson—not forgetting the two pantomimists Caldwell and Laprak—upheld the comical side of the entertainment in a way that can seldom be seen out of professional circles.

That the topical songs were strung together with great tact and good taste, and while being happily humorous were neither rude nor ill-natured in the slightest degree.

That Mr. J. S. Laprak, the Chairman, paid a very graceful tribute to Bandmaster Murphy in presenting him with a baton, to which the genial conductor responded in a few honest and sincere words; and the new baton was used during the rest of the evening's entertainment.

That these entertainments will be much missed during the summer, and it is almost a pity they cannot be continued in the open air, as is done in other tropical centres.

That the circular about the formation of 'The Hongkong Association' has, I believe, been very generally circulated amongst ratepayers, and it is now rests with the ratepayers themselves what will become of the proposed Association.

That if it be conceded Hongkong is in want of a body which could readily and effectively express the public opinion of the place, then there can be no doubt of the need of an Association such as that proposed.

That if the object in itself be good—and no one I think, will question it—the details necessary to carrying out the object are placed unreservedly in the hands of the public, i.e. the ratepayers, and the Association will be what they make it.

That this, reminds me of the Chamber of Commerce, which is the recognized organ of trade and mercantile interests here. That an old stager asked me the other day whether anything was being done about the opening up of the West River, for the benefit of the Two Kwang and of Hongkong.

That if anything has yet been done, as Mr. O'Connor's hands seem to be pretty full just at present.

That both the Chamber and H. E. the Governor might put in a word to the British Minister on this subject, as the opening of the West River would be like the opening of a small Yangtze to this Colony.

That the report of Mr. Ford on the gardening and afforestation of the Colony is one of the most satisfactory documents which emanate from this Government.

That events have proved the wisdom of divorcing the Gardening and Afforestation Department from the P. W. D. That economy is studied like a science, and with a comparatively small outlay the Colony obtains excellent results.

That it would be well could such a verdict be given upon a few more of the public departments.

That, speaking of the lovely Gardens, I see that some new rules are referred to, which raise the old question of Chinese versus Europeans.

That it was about to say a walk through the Public Gardens was an unalloyed pleasure, but that would not be quite correct.

That it is very pleasant to see the interest taken in these delightful grounds by respectable Chinese, and to note the large numbers of colonial visitors who crowd around the flowers and paths, and spread themselves over the seats.

That the element most to be objected to is that of the street Arabs, who, unharmed and unharmed and barely covered, romp about the beautiful walks and fern-houses, on mischief bent.

That no attempt seems to be made to keep order amongst these unwashed ruffians, and, on behalf of ladies and others who visit the Gardens, I wonder whether the new rule, that 'no person who is incompletely clothed shall be allowed in the Gardens' will be applied.

That whatever may have been done by the Hongkong holders of Lunis stock, it seems the Shanghai shareholders are determined to get at the bottom of the mystery.

That there is an ugly mystery to be brought to light there is little doubt, but the question is, Who is to be brought to book?

That it may be the persons responsible are beyond the reach of human censure, but the law now governing directors and companies at Hongkong by no means disallows it, and it may yet point its finger at those who deserve to be called to account.

That I rather admire the fatherly way in which Sir William Robinson gives his sound and good-natured advice to the rising generation of Hongkong at these gatherings of the schools.

That I deprecate very few of our old stagers would make much of a show at an Oxford League in these days, but if I did try to answer a question about the works of John Milton, I would not say that Milton 'devoted the whole of his time to the composition of Paradise Lost.'

That Milton's political life as Latin Secretary, his political prose works, and his other great poems, would reasonably find a place in even the shortest sketch of Milton's life-work, although his grand epic, the second greatest heroic poem of any age, was admittedly his greatest work.

That the advent of Bi-metalism is almost assured,—the Shanghai 'Old Vols.' by a large majority gave up their approval.

That large majorities, however, are unfortunately made up of those who do the voting and leave the thinking to the minority.

That a pleasing feature in last week's police reports is the solitude shown by Mr. Woodhouse towards these victims of overwork and cruel treatment,—ponies.

That some restriction ought to be put on the number of passengers these horses in miniature are made to draw, and the rule should be strictly carried out.

That a gharry passed along Queen's Road carrying four great hulking Chinese and a small boy inside, and two others outside, plus the driver.

That the plucky little animal in the shafts was as big as a good-sized Newfoundland.

That the Eastern pony is truly a long-suffering quadruped.

That two of those on Good Friday were harnessed to a drag, and for hours had to listen to the droves of the hapless, yet they uttered no complaint.

That we are all in favour of bicyclettes, and the best we can wish them is, May they go to blazes!

BROWNIE.

HONGKONG ATHLETIC SPORTS ANNUAL MEETING.

Saturday, April 8, 1893.

Patrons:—His Excellency Sir William Robinson, K.C.M.G., &c., &c., H.E. Vice-Admiral Sir E. B. Freemantle, K.C.B., O.M.G., &c., H.E. Major-General G. Digby Barker, C.B., Commodore R. Bury Palmer, R.N.

Committee:—Dr. J. M. Atkinson; A. L. Cay, Esq.; H. J. Gedge, Esq.; G. Maynell, Esq.; H. Thompson, Esq.; J. R. K. Leigh, Esq.; A. L. Cay, Esq.; A. G. Wain, Esq.; J. M. Atkinson; A. Denison, Esq.; F. A. Haszard, Esq.; Clerk of the Course:—T. P. Hough, Esq.; O. H. Thompson, Esq.; Dr. J. M. Atkinson.

Stewards:—G. A. Caldwell, Esq.; Times Keepers:—J. Grant, Esq.; E. J. Hughes, Esq.; G. Maynell, Esq.; Hon. Treasurer:—H. Pinckney, Esq.; Hon. Secretary:—A. Denison, Esq.

These Sports were held at the Happy Valley this afternoon. The weather was fine and threatening, but fortunately the competitors were not interfered with. H.E. the Governor was present, and there was a large turn-out of spectators. Although some of the finishes were not at all close or exciting, the racing, on the whole, was very good, but not so good as to account for the extraordinary times of most of the races.

Burdon created a surprise for the Ladies' Purse, and the same remark applies to Leach's win in the 'revenue' race. The latter ran in most surprisingly good form, and it is needless to say his win was popular. No less than three cups were won outright; Leach, who was the best runner on the day's form, carrying off the 100 yards Challenge Cup presented by Mr. May and the Douglas Challenge Cup presented by Mr. John S. Laprak; while Gedge, who had undergone careful training, won the Mile Challenge Cup presented by Mr. Bellios.

The top-of-war produced two good encounters. After a very stiff pull in which the Englishmen looked likely to win, the Scotsman managed to get through his tin.

They thus repeated their performance of last year, and as at the last sports they had to meet the Irishmen who were awarded the bye and entered upon the encounter quite fresh. The Scotsman gradually pulled them towards the winning mark, but their previous exertions told upon them, they were unable to stay, and an excellent pull resulted in victory for the second consecutive year, for the land of the Shamrock. While no one would grudge the Irishmen their hard-won victory, it would have been distinctly fairer that both teams should have started on level terms; and the Committee ought to consider if future years they should pull off the preliminary ties during the week prior to the sports.

The competitions were kept up to time in a manner which reflected the utmost credit on the Committee, who were fortunate in having Mr. A. Denison as their Hon. Secretary.

At the close, in the absence of Lady Robinson, the prizes were presented to the successful competitors by Mrs. F. H. May.

The following is the prize-list:—

120 YARDS FLAT RACE (handicap).—First prize presented by Mr. D. R. Saxon; second prize by Mr. F. A. Haszard. Starters:—W. D. Burdon (3 yds.), H. Pinckney (5 yds.), and T. H. Kew (7 yds.).

Purcell, time, 12 secs. 1
Pinckney 2
Won by two feet.

SECOND HEAT.—Starters:—S. R. Olivier (3 yds.), A. L. Strick (4 yds.), F. W. White (5 yds.), W. Newton (6 yds.), J. Macchado (7 yds.).

Strick, time, 12½ secs. 1
Olivier 2

FINAL HEAT.—Purcell, time, 12½ secs. 1
Purcell 2
Strick 3

TAKING THE CRICKET BALL.—Prize presented by the Cricket Club.—Competitors:—W. D. Burdon, J. Macchado, C. G. Taylor, O. G. Taylor.

J. Macchado 1
The winner's distance was 100 yds. 2 ft. 3 in.

LONG JUMP.—Prize presented by Mr. J. D. Humphreys.—Competitors:—D. Landale, F. W. White, T. H. Kew, J. Macchado, C. G. Taylor.

D. Landale, 19 ft. 5 in. 1
J. Macchado, 16 ft. 4 in. 2

SOLDIERS' HALF MILE (handicap).—Gunda Shum, time, 2 mins. 17 secs. The old veteran, though heavily handicapped as usual, had no difficulty in winning.

BICYCLE RACE, one mile (handicap).—Prize presented by Mr. D. Gillies. Starters:—J. Macchado, J. Wilson, Alves, de Silva, Dr. Silva, time, 4 mins. 18 secs. 1
Alves 2

A very poor race. Wilson was heavily handicapped, and in addition got badly pushed. The winner was never really pushed.

SOLDIERS' QUARTER MILE.—3 Starters. Private Stevenson won off at full speed and won anyhow in 57 secs.

HIGH JUMP.—Prize presented by V.R.O. Competitors:—C. G. Taylor, D. Landale, H. Pinckney.

H. Pinckney, 5 ft. 1
D. Landale 2

LADIES' PURSE.—Half mile Flat Race.—First Prize presented by the Ladies of Hongkong. Second and Third prizes by the Committee.—Starters:—R. Maxfield and H. Pinckney (10 yds.), S. R. Olivier (15 yds.), H. B. Bridger (15 yds.), E. R. Burdon (15 yds.), E. H. Macchado (15 yds.), J. E. S. Alves (30 yds.).

Burdon, time 2 min. 10½. 1
Pinckney 2
Maxfield 3

A good race. Fifty yards from home Pinckney looked all over a winner, but his previous efforts told upon him, and Burdon coming with a big rush won by four yards.

THE PROGRESS OF THE 'WORLD CYCLIST'.

MR. F. C. LEACH, writes to the N. O. Daily News from London as follows, under date the 25th March:—

I reached here safely from Hankow in 12 days, however, not very easily. The Chinese along the Han River were pleased enough to see the 'World Cyclist' as they grew more and more numerous every town after leaving Yangkiakow threw mud, stones, or even dirty sandals and handkerchiefs at us. I reached the telegraph office at Hankow in the evening, and I should be accompanied to Ichang by one of their soldiers. However the Chinese, who now became really fierce, little noticed the soldier, and in the small towns west of Kiangchow stones and bricks commenced to fly. The road was fairly good, and I easily got away after being thrown off the wheel repeatedly. Eighteen miles west of Shashi I was waiting for the soldier. Some half-dozen labourers were gathered, and without cause wanted to see the 'World Cyclist', which seemed to make them worse, and when I tried to mount, they rained their hoes and rakes into the wheel. I finally scared them with my revolver and succeeded in getting away. They then threw stones at me, and I was obliged to dismount and belaboured him. The cry of 'Ta Ta Ta' arose; Chinese from all sides took to the cry, and after racing along for a mile I was hemmed in, taken probably for something very good. I was taken away from the road, and I was struck on the side of the head, on the back, and the wheel and camera were injured. Then I travelled at night to reach here.

The natives are getting bolder, and I am almost out of Hupoh province since passing the last stretch. The country is, however, mountainous, and there will be many days of walking, and little riding to Chungking. Fortunately the English gunboat 'Hut' is here in port, and I have a set to the kindly repairing my wheel in an excellent manner. My camera is also again all right.

The Ichang correspondents of the same paper send the following details of the encounter:—The 'World Cyclist' is the first of the attack on Mr. Leach. Mr. Leach had been having a sharp spin over a bit of the country and had pulled up to await a telegraph soldier who was travelling with him to Ichang in a motor car. He was surrounded by a dozen or so agricultural labourers, principally young men, who began to yell and hoot at him, while one of their number threw off his garments, bared his breast and arms, and made motions challenging Mr. Leach to fight. He was simply smiling good-naturedly and signalled his hat—no desire for pugilistic honours. Needless to say this was construed into fear on his part by the remaining Chinese, who were instantly possessed with a burning desire to have a set to on the spot, personally, with this 'foreign devil.'

Their attitude then became so threatening, and the cyclist and his machine were being so badly mauled and pushed that Mr. Leach, in a moment of anger, drew his first three shots over their heads in quick succession, which had the effect of making the fast increasing crowd draw off a bit, but not take to their heels. Mr. Leach, this free, was on his feet in a moment, and rushed off at a breakneck speed along the narrow path that leads across the plain amid a pal of diabolical yells from the throng and enraged mob, who immediately fell on the poor telegraph soldier, who had at that instant arrived in the van of the mob, and had a quarter of an hour in their own way.

The country, however, ran flat for five or six miles in front, and labourers were at work in their fields on either side of the path. In a sudden turn of the road, the cyclist was taken up from field to field far quicker than the rider could have the distance, riding for dear life though he was. The labourers suddenly looking up, as this cry reached their ears, and the night being calculated to rouse their worst passions, in the shape of a foreign devil literally flying over their country on a hellish contrivance of glittering wheels and pumping legs.

It was as if the thing had dropped straight out of the sky; so with inflamed passions they darted towards the path with up-lifted hoes, and thus heading it off waited to deliver a swinging blow as it passed—as they would have awaited some wild beast. Mr. Leach, however, thinking it more prudent to run than to fight, made a dash for it, and was surrounded by a howling crowd, eager for the blood of a flying devil. He dodged this blow, charged that man, and the next moment he was in the midst of a mob on his back, and some bad bruises on his machine, was doing wonderfully well; until he found himself suddenly confronted with an embankment, about forty feet high, whose crest was crowned with about a hundred and fifty Chinese, who were awaiting his arrival with hoes and lances. He was now encircled, so got off his machine and walked forward to the embankment to meet his fate.

The next day, however, he was advanced, and on an evening close enough to the embankment, an old man, armed a murderous blow, with a hoe, at the head of the cyclist, which would have left his skull and finished the business had not Mr. Leach dodged his head and shoulders to the side, glancing off to his ear and shoulder, but partly broken by the head of the hoe falling on the top of his knapsack. Then followed a shower of blows and stones; the cyclist was wrested from its owner and the spokes of his wheel were broken and damaged. Getting out of the thick of his assailants Mr. Leach made towards a few of a better-looking class of natives who were holding aloft in a roar and apparently better disposed, and to these he appealed by gesture to interfere and give him a hearing. In this he succeeded, and the mob was induced by these better-class Chinamen to desist and listen. The machine then picked up his machine again just as the out-determined mob came up in rear, and others closed in from all sides. These entirely surrounded this single foreigner—surely in one of the tightest of tight lines—explained his machine by a series of rapid jerks, many tricks and a few words, until he succeeded in making the awe-stricken and stupid angry faces around him and caused laughter by increased fooling. A spell of this and he made motions to be allowed to proceed, and the better-class natives, who were now in the circle, opened and he was allowed to go; so he descended the opposite side of the embankment and continued his journey again; to the intense amusement of his late assailants.

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